

**WHAT IS CLAIMED IS:**

1. A railway track (2) comprising two rails (7), which run parallel to one another, for vehicles (1) having various means of locomotion and drive systems and a vehicle (1) for traveling the railway track (2), which is alternatively equipped as a road, rail, or magnetic levitation vehicle, characterized in that one or two wing-like extension arms (9) are situated on each rail (7) of the railway track (2), which permit, in addition to travel using a road wheel (4), travel using a flange wheel (5) and using magnetic levitation technology (6).
2. The railway track (2) according to Claim 1, characterized in that the rail (7) comprises a stable double-T profile having a perpendicular traverse (8), wherein the upper T-profile forms the wing-like extension arms (9), and wherein a rail head (10), supported by the traverse (8), is arched on top in the middle along the rail (7).
3. The railway track (2) according to Claims 1 and 2, characterized in that a switch (13), which comprises flexible rail parts (15) pivotable in pairs on a circular path, is situated at branches of the railway track (2), and a retractable rail piece (16) is disposed on one of the rail parts in a foldable manner to equalize the length of said rail parts.
4. The railway track (2) according to Claim 3, characterized in that the pivotable rail parts (15) comprise elements arrayed in a formfitting way and rotatable in relation to one another.
5. A vehicle (1) for traveling the railway track (2) according to Claims 1 through 4, characterized in that flange wheels (5), which roll on the rail head (10) of the rails (7), are situated below, on the chassis of the vehicle (1), for the alternative use as a rail vehicle.
6. A vehicle (1) for traveling the railway track (2) according to Claims 1 through 4, characterized in that, for the alternative use as a road or rail vehicle, the flange wheel (5) is attached on the same axle (3) as the road wheel (4), the flange wheel (5) having a smaller diameter than the road wheel (4).

7. The vehicle (1) for traveling the railway track (2) according to Claim 6, characterized in that the road wheel (4) on the vehicle axle (3) is connected via a cranked axle to the flange wheel (5) and, by rotating the axle (3) by 180°, either the flange wheel (5) is seated on the rail head (10) or the road wheel (4) is seated on the extension arm (9) of the rail (7).  
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8. The vehicle (1) for traveling the railway track (2) according to Claims 6 and 7, characterized in that the road wheel (4) is twin tires and the flange wheel (5) is situated between the two twin tires.  
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9. The vehicle (1) for traveling the railway track (2) according to Claims 1 through 4, characterized in that, for the alternative use as a magnetic levitation vehicle, support arms (11, 14) having magnetic coils and drive units (12) for the magnetic levitation technology (6), which engage below the wing-like extension arms (9) of the rail (7), are situated below, on the chassis of the vehicle (1).  
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10. The vehicle (1) for traveling the railway track (2) according to Claim 9, characterized in that the support arms (11, 14) for the magnetic levitation technology (6), which engage below the extension arms (9) on the rail (7), are situated in two or four parts on the vehicle (1).  
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11. The vehicle (1) for traveling the railway track (2) according to Claims 9 and 10, characterized in that the support arms (11) below the vehicle (1) are extendable and, when not used as a magnetic levitation vehicle (6), are retracted into the vehicle (1).  
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12. A vehicle (1) for traveling the railway track (2) according to Claims 1 through 4, characterized in that a synchronization unit is situated in the vehicle (1) to provide the flange wheel (5) with a rotational velocity which is adapted to the traveling velocity of the vehicle (1) before touchdown of the vehicle from the levitating state.  
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